within the Moses Lake, Grant County Airport, WA, Class E airspace area.

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Issued in Seattle, Washington, on January 12, 2006.

John Warner,

Acting Area Director, Western En Route and Oceanic Operations.

[FR Doc. 06–491 Filed 1–18–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–22746; Airspace Docket No. 05–ACE–32]

Modification of Class E Airspace; Kennett, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of the direct final rule which revises Class E airspace at Kennett, MO.

EFFECTIVE DATE: 0901 UTC, April 13, 2006.

FOR FURTHER INFORMATION CONTACT: Brenda Mumper, Air Traffic Division, Airspace Branch, ACE–520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone (816) 329–2524.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on November 10, 2005 (70 FR 68329). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on April 13, 2006. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on December 14, 2005.

Paul J. Sheridan,

Area Director, Western Flight Services Operations.

[FR Doc. 06–494 Filed 1–18–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30477; Amdt. No. 459]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, February 16, 2006.

FOR FURTHER INFORMATION CONTACT: Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954–4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC on January 13, 2006.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, February 16, 2006.

■ 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 459 effective date February 16, 2006]

From	To	MEA	MAA
§ 95.4000 High Altitude RNAV Routes			
§ 95.4020 RNAV Route Q20 is Added to Read			
Corona, NM VORTAC *18000—GNSS MEA #DME/DME/IRU MEA	Junction, TX VORTAC	#*24000	45000
§ 95.4022 RNAV Route Q22 is Added to Read			
Gusti, LA FIX *18000–GNSS MEA #DME/DME/IRU MEA	Catln, AL FIX	#*18000	45000
§ 95.4024 RNAV Route Q24 is Added to Read			
Lake Charles, LA VORTAC *20000–GNSS MEA #DME/DME/IRU MEA	Paytn, AL FIX	#*20000	45000

From	To	MEA
§ 95.6001 Victor Routes—U.S.		
§ 95.6038 VOR Federal Airway V38 is Amended to Read in Part		
Sacky, WV FIX *5000–MRA	*Julea, WV FIX	3500
Julea, WV FIX *5000—MCA BENZO, WV FIX, SE BND	*Benzo, WV FIX	3500
§ 95.6044 VOR Federal Airway V44 is Amended to Read in Part		
Bends, WV FIX *7000–MRA	*Rande, WV FIX	4000
§ 95.6309 VOR Federal Airway V309 is Amended to Read in Part		
Charleston, WV VORTAC *5000–MRA	*Julea, WV FIX	5000
Julea, WV FIX *7000–MRA	*Rande, WV FIX	7000

From	To	MEA	MAA
§ 95.7001 Jet Routes			
§ 95.7158 Jet Route J158 is Amended to Read in Part			
Malad City, ID VOR/DME	Big Piney, WY VOR/DME	18000	45000
Big Piney, WY VOR/DME	Muddy Mountain, WY VORTAC	18000	45000

[FR Doc. 06–495 Filed 1–18–06; 8:45 am]

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